

ELECTRIC MOTOR

BACKGROUND OF THE INVENTION

Field of the Invention

5 The present invention relates to an electric motor preferably used in a motor-driven power steering apparatus or the like.

Description of the Related Art

A motor-driven power steering apparatus for a vehicle is
10 structured, as described in Japanese Patent Application Laid-Open No. H9-84300 (patent document 1), such that an assist shaft of a steering apparatus is connected to a rotation shaft of an electric motor, and a rotation force of the electric motor is transmitted to the steering apparatus, thereby assisting steering force applied to a steering shaft
15 by a driver.

A conventional electric motor is structured, as described in Japanese Patent No. 3207177 (patent document 2) such that a pigtail firmly fixed to a brush is connected to a conductor insert molded integrally with a brush holder base at one end thereof. Electric power
20 is fed from a connector which is connected to a lead wire extending to an outer portion from another end of the conductor and is held by an outer terminal.

In the conventional electric motor, a structure in which a terminal insertion hole, to which a terminal connected to the brush is
25 inserted, is provided in a feed connector integrally formed with the brush holder so as to reduce the number of connecting portions between the outer terminals. A rising wall is formed in a rear side of

the terminal insertion hole in the brush holder so as to prevent the terminal inserted to the terminal insertion hole from coming off, whereby the terminal elastically deforms with respect to an upper surface of the rising wall so as to get over the rising wall. The 5 terminal is inserted to the terminal insertion hole, and a base end portion of the terminal is abutted against the rising wall so as to be prevented from coming off.

However, elastic deforming performance of the terminal is changed in accordance with a thickness and a width of the terminal 10 which are determined in accordance by connection with the opposing connector. For example, in the case where the terminal has a large thickness and is difficult to be elastically deformed, an assembling property of the terminal is deteriorated.

15 SUMMARY OF THE INVENTION

An object of the present invention is to apply a proper elastic deforming performance to a terminal so as to improve an assembling property of the terminal, in an electric motor in which the terminal is elastically deformed so as to be inserted into a terminal insertion hole.

20 The present invention relates to an electric motor having a brush holding portion provided in a brush holder and a terminal insertion hole into which a terminal connected to a brush is inserted. The terminal insertion hole is in a feed connector integrally formed with the brush holder. A rising wall formed in a rear side of the 25 terminal insertion hole in the brush holder; and the terminal getting over or overcoming the rising wall in accordance with an elastic deformation with respect to an upper surface of the rising wall, are

inserted into the terminal insertion hole, thereby being prevented from coming off on the basis of abutment of a base end portion of the terminal against the rising wall. The terminal is provided with an elastic deforming performance regulating portion.

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BRIEF DESCRIPTION OF THE DRAWINGS

The present invention will be more fully understood from the detailed description given below and from the accompanying drawings which should not be taken to be a limitation on the invention, but are 10 for explanation and understanding only.

The drawings:

FIG. 1 is a front elevational view showing an electric power steering apparatus in a partly broken manner;

FIG. 2 is a cross sectional view along a line II-II in FIG. 1;

15 FIG. 3 is a cross sectional view along a line III-III in FIG. 2;

FIG. 4 is a view as seen from an arrow IV-IV in FIG. 3;

FIG. 5 is a cross sectional view along a line V-V in FIG. 4;

FIGS. 6A to 6C show a brush holder, in which FIG. 6A is a cross sectional view, FIG. 6B is a left side elevational view and FIG. 6C 20 is a right side elevational view;

FIG. 7 is a view along a line VII-VII in FIG. 6B;

FIGS. 8A to 8C show a magnet holder, in which FIG. 8A is a cross sectional view, FIG. 8B is a cross sectional view along a line B-B in FIG. 8A and FIG. 8C is an end elevational view;

25 FIGS. 9A to 9C show a brush, in which FIG. 9A is a side elevational view, FIG. 9B is a plan view and FIG. 9C is a bottom elevational view of a main portion;

FIGS. 10A and 10B show an inserting structure of the terminal, in which FIG. 10A is a cross sectional view showing an inserted state, and FIG. 10B is a cross sectional view showing an inserting step;

5 FIG. 11 is an enlarged view of a main portion in FIG. 10A; and FIGS. 12A and 12B show an assembling state of a terminal, in which FIG. 12A is a schematic view showing a good or desirable assembly and FIG. 12B is a schematic view showing a bad or undesirable assembly.

10 **DESCRIPTION OF THE PREFERRED EMBODIMENTS**

An electric power steering apparatus 10 has an aluminum alloy gear housing 11 fixed to a vehicle body frame or the like, as shown in FIGS. 1 and 2. A pinion shaft 14 is connected via a torsion bar 13 to a steering shaft 12 to which a steering wheel is connected. A pinion 15 is provided in the pinion shaft 14, and a rack shaft 16 provided with a rack 16A engaged with the pinion 15 is supported to the gear housing 11 so as to freely move right and left. A steering torque detection apparatus 17 is provided between the steering shaft 12 and the pinion shaft 14. In this case, the steering shaft 12 and the pinion shaft 14 are supported to the gear housing 11 via bearings 12A, 14A and 14B. The rack shaft 16 is slidably supported to a rack guide 18A in one end and to a bearing 18B in another end. Further, left and right tie rods 19A and 19B are connected to a middle portion of the rack shaft 16.

A motor case 31 of an electric motor 30 is fixed to the gear housing 11, as shown in FIG. 3, an assist shaft 21 is connected to a rotation shaft 32 of the electric motor 30 via a torque limiter 20, and the assist shaft 21 is supported to the gear housing 11 in both ends by

bearings 21A and 21B a ball bearing or the like. Further, a worm gear 22 is integrally provided in a middle portion of the assist shaft 21, and a worm wheel 23 engaged with the worm gear 22 is fixed to a middle portion of the pinion shaft 14. A generated torque in the electric motor 30 is applied as a steering assist force to the rack shaft 16 via an engagement between the worm gear 22 and the worm wheel 23 and an engagement between the pinion 15 and the rack 16A, thereby assisting a steering force applied to the steering shaft 12 by a driver.

The torque limiter 20 may be a friction plate type torque limiter including a connection body 20A connected to the rotation shaft 32 of the electric motor 30, and a connection body 20B connected to the assist shaft 21. In a normally used torque, such as a smaller torque than a limit torque of the electric power steering apparatus 10, the rotation shaft 32 and the assist shaft 21 are continuously connected without slipping on the basis of a friction force of the torque limiter 20. Alternatively, in the case of an impact torque, such as a torque equal to or larger than the limit torque, in which an inertia torque of the electric motor 30 overcomes the friction force of the torque limiter 20 when a stroke of the rack shaft 16 is suddenly stopped, due to a situation such as running a tire on the curb during the steering, or the like, the rotation shaft 32 is made to be slipped with respect to the assist shaft 21. The torque limiter functions so as to prevent the torque of the electric motor 30 from being transmitted to a side of the assist shaft 21.

The assist shaft 21 is elastically supported to the housing 11 bidirectionally in an axial direction, and can absorb an excessive thrust applied to the assist shaft 21, when the electric power steering

apparatus 10 is reverse driven or the tire runs on the curb. In particular, outer rings of the bearings 21A and 21B for the assist shaft 21 are fixed to the gear housing 11, and the assist shaft 21 is loosely fitted to inner rings of the bearings 21A and 21B. Further, flanges 25 5 and 26 are provided in the assist shaft 21, and a pre-compressed elastic deforming device 27A is interposed between the flange 25 and the inner ring of the bearing 21A. A pre-compressed elastic deforming device 27B is interposed between the flange 26 and the inner ring of the bearing 21B. The elastic deforming devices 27A and 27B are 10 assembled with a fixed pre-compressed amount (a fixed impact reducing performance) in a state in which the elastic deforming devices 27A and 27B are loaded in the assist shaft 21, thereby elastically supporting the assist shaft 21 bidirectionally in the axial direction.

In this case, the electric motor 30 is structured as follows.

15 The electric motor 30 is structured, as shown in FIGS. 3 to 5, such that a motor case 31 and a brush holder 33 (FIGS. 6A to 6C, and FIG. 7) are fixed to the gear housing 11 by a bolt 34. The rotation shaft 32 is supported by bearings 31A and 31B constituted by a ball bearing or the like respectively provided in the motor case 31 and the 20 brush holder 33.

The electric motor 30 has a stator 35. The stator 35 is constituted by a tubular yoke 36 forming a motor case 31 and is made of a magnetic material such as an iron or the like. A magnet holder 37 (FIGS. 8A to 8C) forms magnet receiving sections 37A in a plurality of 25 positions in a peripheral direction of an inner yoke of the yoke 36 and is constituted by a tubular body formed by an insulating resin material. Magnets 38 are received in the magnet receiving sections 37A of the

magnet holder 37 so as to be positioned and held, and a magnet cover 39, not shown, formed by a non-magnetic ultrathin plate pressure inserted to inner sides of the magnets 38 position and secure the magnet holder 37.

5 The electric motor 30 has a rotor 41 which is inserted to an inner side of the stator 35 and is fixed to the rotation shaft 32. The rotor 41 is constituted by an armature core 42 provided in an outer periphery of the rotation shaft 32 and a commutator 43.

10 The electric motor 30 has a brush 44 which is held by the brush holder 33, and is brought into contact with a commutator 43 of a rotor 41. The brush 44 is connected to one end of a pigtail (a lead wire) 45, and a terminal 46 is connected to another end of the pigtail 45, as shown in FIGS. 9A to 9C. The brush holder 33 integrally has a feed connector 47, and is provided with a terminal insertion hole 48 in the 15 feed connector 47. The terminal 46 mentioned above connected to the brush 44 is inserted to the terminal insertion hole 48 so as to be fixed.

20 The electric motor 30 is structured such that an opposing connector, not shown, is mounted to the feed connector 47, and a feed terminal of the opposing connector is connected to the terminal 46 in a fitting state or the like, thereby feeding to the brush 44. In the electric motor 30, when electric current is fed to the armature core 42 from the brush 44 via the commutator 43 of the rotor 41, a line of magnetic force of the armature core 42 shuts off a magnetic field generated in the magnet 38 of the stator 35, whereby the rotor 41 is 25 rotated.

Accordingly, the brush holder 33 is structured as shown in FIGS. 6A to 6C, and FIG. 7.

The brush holder 33 is an injection molded body integrally molded with the feed connector 47 and may be made of an insulative plastic material. The brush holder 33 is structured such that the yoke 36 (the motor case 31) is faucet connected to one end side of a short cylinder body 51 together with an O-ring 51A, and the gear housing 11 is faucet connected to another end side of the short cylinder body 51 together with an O-ring 51B. The brush holder 33 is clamped between the yoke 36 and the gear housing 11, and can coaxially connect three elements comprising the yoke 36, the brush holder 33 and the gear housing 11 by the bolt 34.

In the brush holder 33, an engagement concave portion 52 is formed in a specified position in a peripheral direction (two positions in the present embodiment) in one end side of the short cylinder body 51. It is possible to prevent the brush 44 held by the brush holder 33 from being displaced from the magnet 38 of the stator 35 positioned by the magnet holder 37, by engaging a circular arch engagement convex portion 37B provided along an outer periphery on one end surface of the magnet holder 37 with the engagement concave portion 52. It is thereby possible to avoid a rotation performance of the electric motor 30 from being different between the forward rotating direction and the backward rotating direction.

The brush holder 33 is provided with a partition wall 53 for partitioning the inner portion of the yoke 36 from the inner portion of the gear housing 11 in an inner portion of the short cylinder body 51. The brush holder 33 is provided with the bearing 31B mentioned above constituted by a ball bearing or the like for the rotation shaft 32 in a center portion of the partition wall 53 in accordance with an integral

insert molding.

The brush holder 33 is structured such that an end surface of the partition wall 53 facing to the commutator 43 is set to a holder surface 53A, brush holding portions 54 are provided in a plurality of 5 positions for example, two positions comprising right and left positions, in a peripheral direction on the holder surface 53A. A case body 57 in which through holes 55 for slidably inserting the right and left brushes 44 to the respective brush holding portions 54 are formed is assembled. The through hole 55 receives the brush 44 so as to slidably protrude to 10 a side of the commutator 43 and hold the brush 44 in a positioned state. The brush holder 33 is additionally provided with a brush spring 56 which provides backup support for the brush 44 inserted to the through hole 55 and which makes the brush 44 to protrude from a leading end opening of the through hole 55 so as to push the brush 44 into contact 15 with the commutator 43. In this case, FIG. 4 shows an assembled state in which the brush 44 and the brush spring 56 are assembled in one brush holding portion 54 of two brush holding portions 54, and only the brush 44 is assembled in the remaining brush holding portion 54.

A description will be given below of (A) a holding structure of 20 the pigtail 45, (B) an elastic deforming structure of the terminal 46, (C) an unintended disassembly prevention structure and a drag-in prevention structure of the terminal 46, and (D) an installing structure of the terminal 46, in the electric motor 30.

(A) Holding structure of pigtail 45 in electric motor 30 (FIGS. 4
25 to 7)

The electric motor 30 has pigtail holding means 60 for holding the pigtailed 45 connected to the brushes 44, in a plurality of positions

for example, right and left two positions corresponding to right and left two pigtails 45 respectively connected to right and left brushes 44, in the peripheral direction on the holder surface 53A formed by the partition wall 53 of the brush holder 33, as shown in FIGS. 4 to 6C.

5 The pigtail holding means 60 holds the pigtail 45 in both of a lateral direction which may be shown as a horizontal direction along the holder surface 53A, and a longitudinal direction which may be shown as a vertical direction orthogonal to the holder surface 53A.

The pigtail holding means 60 has a lateral direction pigtail holding portion 61 for holding an intermediate portion of the pigtail 45 in the lateral direction along the holder surface 53A, and a longitudinal direction pigtail holding portion 62 for holding the intermediate portion of the pigtail 45 in the longitudinal direction orthogonal to the holder surface 53A. The pigtail holding portion 61 and the pigtail holding portion 62 are arranged close to each other.

The lateral direction pigtail holding portion 61 has a concave holding groove 61A allowing for insertion of the pigtail 45, and is provided with an unintended disassembly prevention portion 61B for the pigtail 45 in an upward opening of the holding groove 61A. The 20 unintended disassembly prevention portion 61B is provided in both side portions of the opening in the holding groove 61A so as to protrude in a round shape, making the opening of the holding groove 61A narrow.

The longitudinal direction pigtail holding portion 62 has a 25 concave holding groove 62A allowing for insertion of the pigtail 45, as shown in FIG. 7, and is provided with an unintended disassembly prevention portion 62B for the pigtail 45 in a transverse opening (an

opening facing to a center axis of the brush holder 33) of the holding groove 62A. The unintended disassembly prevention portion 62B is provided in both side portions of the opening in the holding groove 62A so as to protrude in a round shape, making the opening of the holding
5 groove 62A narrow.

In accordance with the present embodiment, since the holding structure of the pigtail 45 is provided in the electric motor 30, the following operations and effects can be achieved.

(1) In the electric motor 30, the pigtail holding means 60 provided on the holder surface 53A of the brush holder 33 holds the pigtail 45 in both of the lateral direction along the holder surface 53A and the longitudinal direction orthogonal to the holder surface 53A. Accordingly, the pigtail 45 is held in the horizontal and vertical directions and is not affected by vibration of the vehicle or the like, and
15 motor performance such as current ripple or the like is not adversely affected.

(2) The pigtail holding means 60 has a lateral direction pigtail holding portion 61 and a longitudinal direction pigtail holding portion 62. Accordingly, it is possible to securely hold the pigtail 45 in the
20 horizontal and vertical directions respectively by the lateral direction pigtail holding portion 61 and the longitudinal direction pigtail holding portion 62.

(3) Since the pigtail holding portions 61 and 62 are provided with the unintended disassembly prevention portions 61B and 62B in
25 the openings of the holding grooves 61A and 62A allowing for insertion of the pigtails 45, it is possible to stably hold the pigtails 45 in the inner portions of the holding grooves 61A and 62A.

(4) In the electric motor 30 of the motor-driven power steering apparatus 10, the above items (1) to (3) can be achieved.

(B) Elastically deforming structure of terminal 46 in electric motor 30

5 The terminal 46 of the electric motor 30 is formed in a flat plate shape as a whole, as shown in FIGS. 9A to 9C, has a main body portion 71 inserted to the terminal insertion hole 48 and a bent base end portion 72 obliquely crossing to the main body portion 71, and connects the pigtail 45 to the bent base end portion 72.

10 A rising wall 73 is formed in a rear side of the terminal insertion hole 48 on the holder surface 53A in the brush holder 33, and a downward slope surface 74 formed in a downward slope toward the rising wall 73 is formed in a front side of the rising wall 73 (between the rising wall 73 and the terminal insertion hole 48).

15 The main body portion 71 of the terminal 46 and the bent base end portion 72 elastically deform with respect to an upper surface of the rising wall 73 so as to overcome or get over the rising wall 73 as shown in FIGS. 10A and 10B. The bent base end portion 72 is arranged along the downward slope surface 74 when the main body portion 71 of the terminal 46 is completely inserted into the terminal insertion hole 48. The bent base end portion 72 of the terminal 46 inserted into the terminal insertion hole 48 is abutted against the rising wall 73 in a striking manner so as to be prevented from coming off, see FIGS. 4, 5, 10A, 10B and 11.

20 The terminal 46 is provided with an elastic deforming performance regulating portion 75 for the purpose of regulating an elastic deforming performance which is changed in accordance with a

thickness and a width determined by the fit to the opposing connector in such a manner that the terminal 46 can be suitably elastically deformed with respect to the upper surface of the rising wall 73 mentioned above so as to overcome or get over the rising wall 73. In 5 the present embodiment, an aperture portion 75A having a long hole shape or the like is provided in the terminal 46, and the aperture portion 75A is set as the elastic deforming performance regulating portion 75. The elastic deforming performance can be regulated by adjusting a diameter and a length of a hole of the aperture portion 75A.

10 In accordance with the present embodiment, since the elastic deforming structure of the terminal 46 in the electric motor 30 is provided as mentioned above, the following operations and effects can be obtained.

(1) The elastic deforming performance regulating portion 75 is 15 provided in the terminal 46. Accordingly, it is possible to regulate the elastic deforming performance of the terminal 46 which is determined by the thickness and the width of the terminal 46 defined in accordance with the fit to the opposing connector, by the elastic deforming performance regulating portion 75. Therefore, it is possible to apply a 20 proper elastic deforming performance to the terminal 46. The terminal 46 is always elastically deformed suitably with respect to the upper surface of the rising wall 73 in the brush holder 33 so as to get over the rising wall 73, is inserted to the terminal insertion hole 48, and abuts the bent base end portion 72 of the terminal 46 against the 25 rising wall 73 so as to achieve the prevention of unintended disassembly. It is thereby possible to improve an assembling property of the terminal 46.

(2) The terminal 46 has the bent base end portion 72 which obliquely crosses to the main body portion 71, and elastically restores the bent base end portion 72 of the terminal 46 getting over the rising wall 73 of the brush holder 33 so as to be arranged along the downward slope surface 74 formed in the front side of the rising wall 73 in the brush holder 33. It is possible to securely abut the bent base end portion 72 of the terminal 46 against the rising wall 73, and it is possible to stably maintain the unintended disassembly prevention state.

(3) The aperture portion 75A of the terminal 46 is set as the elastic deforming performance regulating portion 75. Accordingly, it is possible to easily regulate the elastic deforming performance of the terminal by adjusting the hole diameter and the like of the aperture portion 75A.

(4) In the electric motor 30 of the motor-driven power steering apparatus 10, the above items (1) to (3) can be achieved.

(C) Unintended disassembly and drag-in preventing structure of terminal 46

The electric motor 30 is structured, as shown in FIGS. 4, 5 and 9A-11, such that a fitting hole 76 having a circular shape or the like is formed in the bent base end portion 72 of the terminal 46, and a projection 77 having a circular columnar shape or the like is formed on the downward slope surface 74 of the brush holder 33. It is thereby possible to completely fit the fitting hole 76 of the terminal 46 completely inserted into the terminal insertion hole 48 to the projection 77 of the brush holder 33. Accordingly, it is possible to prevent the drag-in.

Further, when the main body portion 71 of the terminal 46 which gets over the rising wall 73 of the brush holder 33 in accordance with elastic deformation is inserted into the terminal insertion hole 48 as mentioned above, and the bent base end portion 72 is arranged 5 along the downward slope surface 74 of the brush holder 33 in the manner mentioned above, the fitting hole 76 of the terminal 46 is fitted to the projection 77 of the brush holder 33. The bent base end portion 72 of the terminal 46 is abutted against the rising wall 73 as mentioned above so as to be prevented from unintended disassembly.

10 The bent base end portion 72 of the terminal 46 is structured, as shown in FIG. 11, such that an entire surface of an end surface 72A abutting against the wall surface 73A of the rising wall 73 is brought into contact with the wall surface 73A of the rising wall 73 so as to be aligned with the wall surface 73A. The bent base end portion 72 is 15 structured such that an angle of the end surface 72A with respect to a lower surface along the downward slope surface 74 of the brush holder 33 in FIG. 11 has an acute angle. Accordingly, the bent base end portion 72 of the terminal 46 securely nestles into the rising wall 73 in accordance with a component force in a direction of the base portion of 20 the rising wall 73 due to a pressing force applied when attaching the opposing connector.

In accordance with the present embodiment, since there is an unintended disassembly and drag-in preventing structure of the terminal 46 in the electric motor 30 averaged in the manner mentioned 25 above, the following operations and effects can be obtained.

(1) The structure is made such that the fitting hole 76 of the terminal 46 inserted into the terminal insertion hole 48 of the feed

connector 47 is fitted to the projection 77 of the brush holder 33, whereby it is possible to fix and hold the terminal 46 with respect to the terminal insertion hole 48 in both the directions of coming off and dragging in. Accordingly, it is possible to prevent the terminal 46 5 inserted into the terminal insertion hole 48 from coming off from the terminal insertion hole 48 due to the pressing force or the like applied by the opposing connector when connecting to the opposing connector, and it is possible to prevent the terminal from being dragged in the terminal insertion hole 48 due to the pulling force applied by the 10 opposing connector when canceling the connection to the opposing connector.

(2) The terminal 46 inserted into the terminal insertion hole 48 of the feed connector 47 is structured such that the bent base end portion 72 of the terminal 46 is abutted against the rising wall 73 of the 15 brush holder 33, whereby unintended disassembly prevention is achieved.

(3) The terminal 46 has the bent base end portion 72 obliquely crossing to the main body portion 71. The bent base end portion 72 of the terminal 46 getting over or overcoming the rising wall 73 of the 20 brush holder 33 is elastically restored so as to be arranged along the downward slope surface 74 formed in the front side of the rising wall 73 in the brush holder 33. It is possible to securely abut the bent base end portion 72 of the terminal 46 against the rising wall 73. It is also possible to securely fit the fitting hole 76 of the terminal 46 to the 25 projection 77 of the brush holder 33, whereby it is possible to securely achieve the effects mentioned in the items (1) and (2) without being affected by the assembling accuracy.

(4) The entire surface of the end surface 72A abutting against the rising wall 73 in the bent base end portion 72 of the terminal 46 is provided so as to be aligned with the wall surface 73A of the rising wall 73. Accordingly, when the opposing connector applies the pressing force, the bent base end portion 72 of the terminal 46 nestles into the base end (a root with respect to the downward slope surface 74) of the rising wall 73 so as to make the abutting state with the rising wall 73 more difficult to come-off, and it is possible to securely achieve the effect mentioned in the item (2).

10 (5) In the electric motor 30 of a motor-driven power steering apparatus 10, the effects mentioned in the items (1) to (4) can be achieved.

(D) Placing structure of terminal 46 in electric motor 30 (FIGS. 3 to 6C, 8A to 8C, 9A to 9C, 12A and 12B)

15 The electric motor 30 is provided with an engagement portion formed in a notch shape or a hole-shape in the terminal 46. In the present embodiment, as shown in FIGS. 9A to 9C, concave engagement portions 71A are notched in both side portions of a main body portion 71 close to a base end side of the terminal 46 to which the pigtail 45 is connected.

20 The electric motor 30 is provided with convex portions 81 on an end surface of the magnet holder 37 provided in the inner periphery of the yoke 36, as shown in FIGS. 8A to 8C. The convex portions 81 are provided in a protruding manner at a plurality of positions (two 25 positions in the present embodiment) along the inner periphery of a circular arc engagement convex portion 37B of the magnet holder 37, as shown in FIGS. 8A to 8C. The electric motor 30 is structured, as

shown in FIGS. 3 to 6C, such that in a state in which the yoke 36 (the magnet holder 37) and the brush holder 33 are connected together with the gear housing 11 by the bolt 34 in the manner mentioned above, the convex portion 81 mentioned above of the magnet holder 37 is aligned
5 with the concave engagement portion 71A of the terminal 46 completely inserted to into the terminal insertion hole 48 of the feed connector 47 integrally formed with the brush holder 33 in the manner mentioned above. Recess portions 82 are provided in positions corresponding to the concave engagement portion 71A of the terminal
10 46 and the convex portion 81 of the magnet holder 37. The recess portions 82 are provided in the positions along an engagement recess portion 52 formed in a short cylinder body 51 of the brush holder 33. Accordingly, when connecting the yoke 36 (the magnet holder 37), the brush holder 33 and the gear housing 11 by the bolt 34, the convex
15 portion 81 of the magnet holder 37 is engaged with and inserted into the concave engagement portion 71A of the terminal 46 (FIG. 12A), and is further inserted into the recess portion 82 of the brush holder 33 via the concave engagement portion 71A.

In this case, the motor-driven power steering apparatus 10 is
20 provided with a through hole-shaped communication passage 83 capable of ventilating between the inner portion of the yoke 36 and the inner portion of the gear housing 11, in an inner portion of the recess portion 82 mentioned above in the partition wall 53 of the brush holder 33, as shown in FIGS. 3, 4 and 6A to 6C. In other words, the opening
25 facing the side of the magnet holder 37 of the communication passage 83 is set as the recess portion 82 mentioned above. At this time, the convex portion 81 of the magnet holder 37 is allowed to be inserted into

the recess portion 82 via a narrow passage, not shown, and forms a shielding means for shielding foreign materials which are going to pass through the opening (the recess portion 82) of the communication passage 83.

5 In accordance with the present embodiment, since the placing structure of the terminal 46 in the electric motor 30 is provided in the manner mentioned above, the following operations and effects can be achieved.

(1) In the electric motor 30, in a state in which the yoke 36 and
10 the brush holder 33 are connected, as shown in FIG. 12A, the convex portion 81 of the magnet holder 37 is engaged with and inserted into the engagement portion 71A of the terminal 46 inserted to and previously assembled in the terminal insertion hole 48 provided in the feed connector 47 of the brush holder 33. Since the convex portion 81
15 of the magnet holder 37 is engaged with and inserted into the engagement portion 71A of the terminal 46 in a direction crossing with the inserting direction of the terminal 46 to the terminal insertion holder 48, (orthogonal direction in the present embodiment), it is possible to prevent the terminal 46 from coming off from the terminal
20 insertion hole 48. Accordingly, when mounting the opposing connector to the feed connector 47, the terminal 46 is not pushed out by the feed terminal of the opposing connector so as to be prevented from coming off or unintentionally disassembling from the terminal insertion hole 48. The feed terminal and the terminal 46 are in this manner
25 properly connected.

(2) In a bad or undesirable assembly state in which the terminal 46 is not completely inserted into the terminal insertion hole

48 of the feed connector 47, the convex portion 81 of the magnet holder 37 provided in the inner periphery of the yoke 36 does not correspond to the engagement portion 71A of the terminal 46 when connecting the yoke 36 to the brush holder 33. The convex portion 81 is brought into 5 contact with portions other than the engagement portion 71A of the terminal 46 so as to be interfered, as shown in FIG. 12B. Therefore, it is impossible to connect the yoke 36 to the brush holder 33, thereby making it possible to find the bad or undesirable assembly of the terminal 46.

10 (3) The convex portion 81 of the magnet holder 37 is inserted into the recess portion 82 of the brush holder 33 via the engagement portion 71A of the terminal 46. Accordingly, when the convex portion 81 of the magnet holder 37 can not be inserted into the recess portion 82 of the brush holder 33 when assembling the yoke 36 and the brush 15 holder 33, it is possible to find a defect in an assembled position between the brush holder 33 and the magnet holder 37 in the peripheral direction. Therefore, it is possible to prevent the brush 44 held by the brush holder 33 from being displaced from the magnet 38 of the stator 35 positioned by the magnet holder 37, and it is possible to 20 prevent the rotation performance of the electric motor 30 from being different between the forward rotation direction and the reverse rotation direction.

25 (4) Since the brush holder 33 has the communication passage 83 extending through the partition wall 53, it is possible to allow breathing between the inner portion of the yoke 36 and the inner portion of the gear housing 11 by the communication passage 83 when the interior air of the yoke 36 is changing in temperature so as to be

expanded and contracted in correspondence to the heating/cooling of the electric motor 30 on the basis of the operation of the motor-driven power steering apparatus 10. It is thereby possible to prevent a dew condensation or the like from being generated in the inner portion of
5 the yoke 36.

(5) The convex portion 81 of the magnet holder 37 is inserted into the recess portion 82 formed by the opening facing the inner portion of the yoke 36 in the communication passage 83 provided in the brush holder 33, via the narrow passage, and the inner and outer sides
10 of the yoke 36 are communicated by the bent passage. Accordingly, the convex portion 81 of the magnet holder 37 can prevent the foreign materials from passing without preventing the air breathing between the inner portion of the yoke 36 and the inner portion of the gear housing 11.

15 (6) If grease applied to the periphery of the assist shaft 21 in the inner portion of the gear housing 11 is scattered at a time of operating the motor-driven power steering apparatus 10 in which the electric motor 30 is assembled in the gear housing 11, it is possible to prevent the grease from making an intrusion into the inner portion of
20 the yoke 36 of the electric motor 30 from the communication passage 83 on the basis of the existence of the convex portion 81.

25 (7) Prior to the electric motor 30 being assembled in the gear housing 11, it is possible to prevent dust in the ambient air from making an intrusion into the inner portion of the yoke 36 in the electric motor 30 from the communication passage 83 on the basis of the existence of the convex portion 81.

(8) In the electric motor 30 of the motor-driven power steering

apparatus 10, it is possible to achieve the above items (1) to (7).

As heretofore explained, embodiments of the present invention have been described in detail with reference to the drawings. However, the specific configurations of the present invention are not 5 limited to the illustrated embodiments but those having a modification of the design within the range of the present claimed invention are also included in the present invention.

In accordance with the present invention, it is possible to apply a proper elastic deforming performance to the terminal and improve an 10 assembly property of the terminal, in the electric motor in which the terminal is elastically deformed so as to be inserted into the terminal insertion hole.

Although the invention has been illustrated and described with respect to several exemplary embodiments thereof, it should be 15 understood by those skilled in the art that the foregoing and various other changes, omissions and additions may be made to the present invention without departing from the spirit and scope thereof. Therefore, the present invention should not be understood as limited to the specific embodiment set out above, but should be understood to 20 include all possible embodiments which can be encompassed within a scope of equivalents thereof with respect to the features set out in the appended claims.